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OPHTHALMIC OPTICIAN.
2, Queen's Road Central, Hongkong

The China Mail

ESTABLISHED 1845

May 5, 1920, Temperature 77°

Rainfall: 0.00 inch.

Humidity 89.

May 5, 191, Temperature 84°

No. 17,942.

三拜禮

號五月五年十二百九千一英

HONGKONG, WEDNESDAY, MAY 5, 1920.

日七十月三申庚次歲年九國民華中

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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

DIVIDING THE SPOILS.

ITALY GETS SCAPA FLOW SHIPS.

LONDON, May 3.
In the House of Commons replying to Viscount Curzon, Sir James Craig stated that the allocation of the ex-German warships hitherto decided was, Britain five and 124 submarines, France two and 38 submarines, Japan and the United States two each, and Italy seven submarines. Italy will also have the ships sunk at Scapa Flow. (Laughter).

Mr. Lambert: Will these ships be broken up?
Sir James Craig replied: That is a question of policy which I cannot answer.

LATER.
In the allocation of ex-German warships the correct figures are: Britain's share should read six warships and 124 submarines. France gets two and 38, Japan three, the United States two warships, and Italy seven submarines. Britain (not Italy) will furthermore take the ships sunk at Scapa Flow as part of her share, namely, ten battleships, five battle-cruisers, five light cruisers, and 33 destroyers. The allocation of the remaining twelve light cruisers, 59 destroyers, and 50 torpedo-boats will depend on France's and Italy's selections from the surrenderable Austrian ships.

HOUSING AT HOME.

PROPOSED GOVERNMENT BONDS.

LONDON, May 3.
Mr. Bonar Law, addressing a meeting at the Guildhall for the purpose of introducing to the public a scheme of local bonds for housing, emphasised that the same strenuous effort and sacrifice was necessary after as during the war. If the nation did not make every effort to improve conditions it would be faced with a spirit of sullenness and even anger, which would be fatal to trade, industry and credit. He mentioned that 180,000 housing proposals had been finally approved and more than 200,000 tenders approved. There were 30,000 houses in course of construction, but progress was held up owing to the lack of financial support. He agreed on the necessity of the State supporting them, as local authorities were unable to bear the whole burden. He announced that the Government would give additional assistance in the poorer localities.

INDEMNITY BILL.

FOR THE FILCHING OF INDIVIDUAL RIGHTS.

LONDON, May 3.
After considerable criticism of domestic points, and promises by the Attorney General of concessions in committee, the Indemnity Bill passed its second reading by 210 votes to 28.

When moving the second reading of the bill for indemnification against consequences of acts done bona fide but ultra vires in connection with war duties, also for the validation of certain laws and military and other sentences, Sir E. Pollock said inter alia that it was desirable for the purpose of providing against possible acts in such places as German south-west Africa, New Guinea, Samoa, German East Africa, and Togoland, especially between the time of the actual surrender and the formal handing over of those territories to the mandataries. He pointed out that where new territory is either taken over or mandated by one of the dominions it is possible for such dominion itself to validate acts by persons subject to its jurisdiction. There might, however, be an indefinite period wherefor it was necessary to have the imperial parliament's sanction.

CRICKET.

LONDON, May 4.
Surrey beat Northants by 299. Hobbs made 114, the first century of the season.

POLES AND BOLSHIEVICS.

WARSAW, May 3.

An official message says Polish forces took possession of Fastoff, the military station, and captured 25,000 prisoners, 120 guns, 418 machine-guns, and great quantities of material. The Soviet Commissary for foreign affairs proposed the opening of peace negotiations at Grodno or Dzialystok. The Poles everywhere are being friendly received, especially at Jitour.

NEW YORK, May 3.

The Associated Press man at Warsaw says the Poles have entered Kieff.

The reported fall of Kieff follows a remarkable series of successes by the combined forces of Poles and Ukrainians which have resulted in an absolute debacle for the Bolshievics. It is understood that Pilsudski's forces entered Kieff on May 2. It is stated that the Bolshievics are rushing up troops but that the blow had fallen when the Red armies were being converted into labour armies. It is likely profoundly to affect the situation on the southern front where Wrangel with the remnants of Denikin's forces is already moving. It is noteworthy that Pilsudski is Poland's Foch, a popular hero who has striven all his life for Polish independence. Interviewed two months ago he declared the Bolshievics were bad soldiers, that the Pole was a far better man who had always beaten them; it was impossible for the Polish to be defeated.

THE HUGE CANADIAN COMBINE.

LONDON, May 4.

The Telegraph's Montreal correspondent says the combine of Canadian steel, coal, and shipping interests just consummated is the greatest economic development of the Empire's history. It has a capital of a hundred millions sterling and will be known as the Empire Steel Corporation. Its object is to associate Canada's iron and coal deposits with Britain's steel-making experience and financial resources. English interests are represented by Mr. Grant Morden M.P. The Canadian properties acquired include the Dominion Steel Corporation, the country's greatest industry, and the principal Canadian shipbuilding properties, and steamship lines. Mr. Morden declares that the amalgamation will probably lead to other great Empire industrial partnerships, which he opines will consolidate the Empire and develop its resources to the fullest extent, putting the Empire as a whole in a position successfully to compete for trade in the world's markets. The Telegraph believes the Canadian Government approves the step on these grounds.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

AMERICAN MERCHANT MARINE.

WASHINGTON, May 2nd.
The Commerce Committee of the Senate has ordered its substitute measure to the House of Representatives. Merchant Marine Bill to be favourably reported. The Senate's measure provides that all coastwise shipping and all shipping carrying mail in foreign trade must be American-owned and American vessels must not hold foreign interests without the consent of the Shipping Board, unless commissioned for over ten years and under 5,000 tons deadweight.

GOVERNMENT SHIPS.

NEW YORK, May 2nd.
The Bankers' Association at Pinehurst has passed a resolution endorsing the sale of Government-owned ships to American corporations and individuals, the price being payable in instalments.

U.S. ATLANTIC FLEET.

NEW YORK, May 2nd.
The United States Atlantic Fleet has arrived here from Cuba.

DEFLATION OF CREDIT.

NEW YORK, May 2nd.
Committees have been appointed to confer with the Federal Reserve Board regarding the deflation of credit and to study means of checking the depletion of the national gold reserve.

AMERICAN INVASION.

LONDON, May 3rd.
The American invasion of the British Isles has begun. Thousands landed on Saturday afternoon, passages being paid. Many prominent persons were obliged to travel second class.

AMERICAN SEAPLANE'S FEAT.

NEW YORK, May 2nd.
A navy type seaplane arrived from Miami, Florida, in 15 hours 30 minutes with one halt at Moundsville City, North Carolina, for refuelling. It is equipped with a 400 h.p. "Liberty" engine. It encountered a heavy rainstorm on its way from Virginia but its progress was unimpeded.

BOLSHIEVIC SCARE IN AMERICA.

NEW YORK, May 3rd.
In New York, May Day passed without any serious disorder anywhere, despite the disclosures of widespread Red plots with plans of various kinds of violence. The New York Police have not reported a single Radical outbreak. Federal agents and private detectives guarded the public buildings and homes of officials and millionaires.

THE MEXICAN FERMENT.

NEW YORK, May 2nd.
A message from Aguaprieta says that Chihuahua City is completely in the hands of revolutionists who control the whole of the North West of Chihuahua State, except Juarez and Casasgrande.

MANITOBA BONDS.

WINNIPEG, May 2nd.
Messrs. Morgan have taken up the Manitoba Provincial 8 per cent. Bonds to cover the expenditure sanctioned by the Legislature last session.

FRENCH SCIENTIFIC MISSION TO CHINA.

LONDON, May 3rd.
The following are the members of the French Scientific and Technical Mission leaving Havre for China, on May 11th:—Dr. San Francisco, at the invitation of the President of the Chinese Republic:—M. Paul Painleve (the Chief of the Mission), M. Borel, Director of the Scientific Section of the Higher Training School of Paris, M. Germain Martin, Professor of Law in Paris, M. Abel Bonnard, the distinguished poet and novelist, M. Nadaud, Chief Engineer of Mines, State Railways, and Hainbois, the Chinese Government Delegate.
Interviewed by the *Excelsior*, M. Painleve said that Frenchmen regarded China as a charming dreamland. They profoundly misunderstood Chinese intelligence which was active, penetrating and possessed assimilative faculty equal, if not superior, to the Japanese genius. More thoughtful, more peaceful than the Japanese, the Chinese had a marked tendency towards the most generous and most disinterested idealism. He would do his best to make China better known to the French.

FAR EASTERN CABLE NEWS.

[BY COURTESY, "HONGKONG DAILY PRESS."] **STUDENTS' NEW GOSPEL.**

PEKING, May 3.

Some Chinese students were arrested on Saturday distributing pamphlets calling on Labour comrades to celebrate May Day and declaring that those who do not work shall not eat, such as officials, politicians, priests, monks, missionaries and immoral persons. The students intend demonstrating on Tuesday and holding a celebration on May 4, the day on which the traitors were driven out. The authorities, however, intend preventing the demonstrations.

ADMIRAL DUFF LEAVES.

PEKING, May 3.
Admiral Duff left to-day.

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-PUBLIC AUCTIONS-

THE Undersigned have received instructions to sell by Public Auction (for account of the concerned), on
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SUNDAY
HOUSEHOLD FURNITURE, etc., etc.
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A quantity of Paint.
Terms:—Cash.
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INTIMATIONS.

NOTICE.

ANY Person having Claims against the Estate of the late Lieut. F. M. WATTS, Northants Regiment, attached O.L.C. should send them in as soon as possible, to:—
Major, H. G. BAGNALL, R.C.A.,
R. A. Mess, Kowloon.
April 29, 1920.

REPULSE BAY HOTEL.

WEDNESDAY, May 5th.
TEA DANCING from 4 to 7 P.M.
DINNER DANCE from 8 P.M.
SATURDAY, May 8th.
TEA DANCING from 4 to 7 P.M.
DINNER DANCE from 8 P.M.

SUNDAY, May 9th.
ORCHESTRAL CONCERTS during
Tea and Afternoon.

STAMPS of Hongkong, China, etc., in fine condition and reasonable prices; will send on approval.
"Stamp Topics," a small monthly stamp paper, copy postfree on request.
THEODORE SIDDALL, Shanghai.

THE ROYAL HONGKONG GOLF CLUB.

THE Adjourned General Meeting of Members will be held in the Chamber of Commerce room, City Hall, on MONDAY, 10th May, at 5.15 p.m.
By Order of the Committee,
L. S. GREENHILL,
Hon. Secretary.
Hongkong, May 4, 1920.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 47th ORDINARY YEARLY MEETING of the Society will be held at its Head Office, Nos. 3 and 4 Queen's Buildings, Hongkong, on FRIDAY, 21st May, 1920, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1919, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Society will be CLOSED from 8th May to 21st May, both days inclusive.
By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, May 4, 1920.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 51st ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4 Queen's Buildings, on FRIDAY, 21st May, 1920, at 12.30 p.m., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1919, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Company will be CLOSED from 8th May to 21st May, both days inclusive.
By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, May 4, 1920.

BRITISH TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 54th ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4 Queen's Buildings, Hongkong, on FRIDAY, 21st May, 1920, at 12.45 p.m., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1919, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Company will be CLOSED from 8th May to 21st May, both days inclusive.
By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, May 4, 1920.

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY-FIRST ORDINARY GENERAL MEETING will be held at the Company's Office, 84 George's Buildings, on SATURDAY, 22nd May, 1920, at 11.30 a.m. for the purpose of presenting the Report of the Directors together with a Statement of Account to 28th February, 1920, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 22nd May, 1920, both days inclusive.
By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.
Agents.
Hongkong, May 4, 1920.

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SCRAPPING A FILM.

A cinematograph adaptation of Tom Gallon's novel, "The Lackey and the Lady," and an announcement made regarding it at a "trade" show on March 6 last year, were the subjects of an action for damages for slander brought by Mr. Thomas Bentley, film producer, against Mr. Boam, film renter, before the Lord Chief Justice and a special jury in the King's Bench Division. Mr. Boam, managing director of Phillips Film Company, Ltd., did not admit that he spoke the words, but added that if he did he spoke them on a privileged occasion. In another plea he said the words were true.

"RUIN TO MR. BENTLEY."
Mr. Douglas Hogg, K.C., who appeared for the plaintiff, said that after being delayed by a snowstorm early last year the film called "The Lackey and the Lady" was ready for production. At a dinner to employees and trade representatives just before the "trade" show of the film Mr. Boam announced that they would be hearing something in the next few days that would surprise them, and would give the trade Press something to write about.

On March 6 the trade show was to be given. The band began to play and the people assembled. When the time came for the film to be exhibited Mr. Boam mounted the platform and announced that "The Lackey and the Lady" would not be shown, and that another film would be given in its place. The sole reason, he said, for the statement that "The Lackey and the Lady" would not be shown was that it was not considered good enough to place before the audience. In making that statement, he added that no reflection was thrown on the British Actors' Film Company (with which Mr. Bentley was connected). He further said that they had agreed to scrap it, although between £3,000 and £4,000 had been spent on the production.

This statement meant ruin to Mr. Bentley, who was on the point of entering into an agreement with the London Film Company. That was broken off the next day, and from that day to November last he was not able to produce a single play. For the time being Mr. Boam's announcement killed Mr. Bentley's reputation.

The plaintiff gave evidence, and was cross-examined by Mr. Patrick Hastings, K.C.

Do you think that Mr. Boam and his colleagues ever had a conspiracy to do you an injury?—I don't like that word.

Do you?—I think Mr. Boam disliked me very much, and that the others were entirely led by him.

THE MILLIONAIRE'S SHIRT.
Mr. Hastings, alluding to a photograph of one of the scenes in the film, said that nowadays the public did not expect a millionaire to hang his shirt over the end of the bed. (Laughter.)

Plaintiff—I put the shirt over the end of the bed myself. This man is one of the masses, and the shirt was put there purposely as a character touch.

Mr. Hastings—Oh! I thought it was to hide the bed. (Laughter.) Now we come to the daughter's room. When Enid gets out of the bed and trips to the window to see what is going on, is it not apparent that she has not washed her feet? (Laughter.)—That is impossible! I examine every artist most closely. (Laughter.) You didn't really go and ask the leading lady if she had washed her feet?—No, but I see that her feet are properly made up.

Miss Nellie Tom Gallon, sister and sole executrix of the late Tom Gallon, said that she had been publicity manager and buyer of stories for the London Film Company, Ltd. She described the film "The Lackey and the Lady" as a good, wholesome domestic drama. (Continued on Page 6)

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The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"

HONGKONG, WEDNESDAY, MAY 5, 1930.

EVOLUTION AT SEA.

The assertion may occasionally be overheard that sailors are not what they used to be, that the hardy old "shellback" is gone, and that the modern sailor is comparatively "soft." This is in the mind of our correspondent, "C.O.," to-day. The assertion is commonly accepted and deplored. The sailor of romance and of tradition was certainly a very real asset. It is to him, primarily, that we owe the engine, whatever it may be worth to us. It was he, hero of many a truthful saga, who made Britannia ruler of the waves. He was a he-man, tough, hard, efficient, virile. Seafaring needs such qualities, of course, even now, though they may not be so essential "in steam," and with wireless, as they were when man battled Nature at its fiercest with nothing but canvas, rope, wood, and his own bare hands and pluck. It can also be fairly claimed that such qualities are still desirable for the sake of the nation, of the race. Would the person arguing along these lines admit that they are worth the price to be paid for them? Before we can answer that, we must realize the price. They did cost something. Priceless, in the slangy sense, the price paid for them was terrible. The ideal sailor was a product of evolution, a case of the survival of the fittest. That awful law of nature operated most conspicuously at sea. Nature's ruthless process of evolution was the only means to that glorious end. To get one good sailor, many weaklings were wiped out. The unfit were eliminated, and the finest mercantile marine personnel in human history was evolved. By hardships these men were hardened. Underfed, badly fed, underpaid and bullied, disciplined to the point of surrendering every manly right, buffeted by the elements, lacking any real semblance of medical comforts, the old-time sailor, if he could stand all he had to stand, survived as a man who could stand anything. His endurance was amazing; his resource in stress and peril was wonderful. The figure we are sketching is no sentimental or romantic ideal; it was a real figure, really heroic. We glory in it. But was the game worth the candle? This is not

such an easy problem as it looks. Hard answers are to be deprecated. We must beware of cant and humbug. We must avoid hypocrisy, and professions that do not match our conduct. Nature, left alone, will produce far finer men ashore than we do now, because she is so lavish, so wasteful of material. Speaking of her as an entity, she knows that the supply is unlimited. She is, as Tennyson puts it, careful only for the type, and that means careless of the individual life of many individuals. To produce one good animal she will callously see thousands, millions, perish—abortive experiments. Gregarious animals abandon their sick and maimed. In some cases, among the carnivores, they turn upon and destroy them. There is probably more than hunger behind the impulse that makes wolves rend their own casualties. We suspect an instinct that rejects sickness or similar incapacity, and tries to blot it out. This same instinct operated among men at sea. Weaklings used to be hated as well as scorned. They were hustled and pushed to the limits of desperation. The work had to be done, the elements had to be conquered. Sometimes the lives of all might depend on the nerve and stamina of one, as the strength of a chain is that of its weakest link. Self interest demanded that the weakest link at sea should be very strong. Sea custom made it so. Thousands of weaklings went under, but a type of man survived to be the glory of our people. This was the Darwinian law openly working on human material. Before we profess a desire to see it continuing at work in the same way, we must consider our attitude ashore. We patch up our weaklings in hospitals, our consumptives in sanatoriums. No crippled or diseased infant may be given euthanasia. The stockbreeder may deal with the runts in a litter in a way that no politician dares propose for man, however learned he may be in Greek ideas. It is true there is a eugenic society which issues propaganda on the lines that what is admittedly good in stockbreeding should be good for the human race; but they don't mean it. As practical politics it would appeal them, because the largest proportion of these long-haired cranks would themselves be obliterated to leave room for healthier, robust men. The truth is that there has evolved in social man an idea that has force. It is the idea of the moral right of the individual. It is the idea that nature is imperfect, that what is full; and that instead of adapting himself to nature, as all animals

have had to do for millions of years, the time has now come for man to adapt nature to his own ideas. A beginning has even been made, and this presumption animal, with all the pains and penalties that such an unnatural conduct involves, has even achieved a certain measure of success. Intellect has been slowly overruling brute force. Atavism produces inconsistencies, and "sports," and "Prussians" who would suffer a holocaust to achieve some minor end. We still have "hazing" mates, bullying boat-swains, callous Army officers, shoddy politicians (like Winston Churchill who cheerfully reminded his countrymen and countrywomen that "you cannot have war without casualties"). Yet the general trend of the social idea is that all our games should now be worth the candle. It will not have individual rights sacrificed to a common cause without caution and full consideration. At sea, the last stronghold of natural law, where nature is still most formidable, this ethical idea is becoming a stowaway. Before men made them sailors, they are beginning to remind themselves, the good God made them men. The "sea lawyer" is aboard. We even hear, in the daily dicty, of an "eight hour day" at sea, where the day used to be six months long or more. They will no longer submit to the bullying that was a custom. They claim human rights. Well, though this may mean the final disappearance of the heroic "shellback" of the forecable, the man who was every inch the man, we assure have no right to complain of it, so long as we claim similar rights for ourselves, and oppose the process of the elimination of the unfit on land. If we pull off his throne the lubberly tyrant, smug the political dictator, thwart the profiteering boss, we must also bar the bullying boat-swain and the poor, ornamenting martinet. As the sea-lawyer says, Fair's fair.

ADVERSARIA.

Happy Valley folk talk of a lunatic who regularly walks about the Valley, believing it to be his own property. "He never talks to anybody," they say. "He's crazy, and he thinks it all belongs to him." The Adversarian thought of another question. How do they know that Happy Valley does not belong to him? How does the policeman know it doesn't? Is probably does. Robinson Crusoe had no title deeds to his island. He was monarch of all he surveyed for the quite good reason that his right there was none to dispute. The Happy Valley lunatic has no one to dispute his rights, so long as he talks to nobody. He has all the pleasures of ownership, and none of the worries. He is a happy man. Let the same envy him.

In moods political we divine have jeered at the right. "Divine right" theory of monarchy. Politics make a sort of list, in which the mind cannot see clearly. Of course there are monarchs by divine right. These are the who are monarchs of all they survey. They go in and fro in the pleasure of the world, wearing the crown of imagination, and carrying the sceptre of magical make-believe. The sceptre, you will please note, is the symbol of the magic wand. Kings and queens' burlesque the fairies by carrying it for they cannot do enchantments with it. We do not pose as an authority on royal ways, and we do not know for sure what the sceptre is supposed to be; but we know they do not wake sleeping princesses with it, or beat carpets with it, or poke fires with it. No one has ever pretended that they perform with it the duty of the magic wand.

So much for real monarchs, or (to be exact) legally recognized monarchs. Except garulously, as a sort of marginal reference, they do not come into this. The real monarchs are the fools of God who reign over all they survey, without bothering about parchment patents of royalty. To them, the most careless rule of an acquaintance, the casual salute of a polite policeman, is the obedience of a loyal subject, to be graciously acknowledged. Non-oblige. Friendly smiles are tribute. Their daily meals are brought, not by waiters, but by revenue officers. The contemplation of the business of mankind gives to these monarchs a similar feeling of self-importance to that which must animate the orthodox monarch when he talks of my navy, my army, and my ministers. Yet there is a drawback, for while the orthodox monarch never says my paupers, my slums, or my

"submerged tenth," the Dream-land King does, and is sorely moved concerning such as come under his notice. But even then it is worth it. He sees his birds nesting, and his trees seeding, and his sunsets glowing, and his world, that it is fair. His right there is none to dispute. On his horizon can arise no little cloud of revolution. He cannot even abdicate, unless what is called sanity return to him. This, if you have now got the point of view, is spiritual death. A deposed King without a country or a pension were better off. The true king is always the Pretender. Reverse it if you like; it is still true.

It is not a certainty of knowledge to sane within folk, not a scientific fact, that the people moving about are not phantasmagoria, the scenery not a vision, and life not a dream. They act (occasionally) on the assumption that these things are realities, and they are satisfied with the reactions they get. But dreams also are capable of reactions. Responses prove nothing. Follows on that the compulsory reflection that if the things themselves may be unreal, their names may be wrong. The Crusoe monarch is always dissatisfied with same names. He provides others, and according to the quality of his substitutes, same men dub him either poet or lunatic. Know you the joy of re-naming everything? Imagine the felicity of Adam and Eve in Paradise, embarrassed by no pre-existing, prosaic and commonplace nomenclature. That is the Crusoe King's too. It may be yours, if you are willing to let your share of happy lunacy have fair scope. There is none to dispute your right to call a policeman a cherub, or a parcel of coolies Janissaries of the Outer Palace Gates, or it so please your whim. A nearly sane poet may call the postman Mercury; you may dub the Postmaster-General himself a Knight of the Royal Toothbrush, or a pork stag, or whatever else best fits him into your own mirage of life. The essence of the game is that you yourself must play many parts—at one time Haroun, at another Camaralzaman, and again perhaps Homo Primus in the fascinating Wilderness. The Hongkong Hotel may be the Cave of Metretricious Delights, your Club the Lair of the Pevories, a friend's garden the Beach of the Solitary Poo-point. Life is then a wonderful serial; a serial that never approaches a climax. Each day is an instalment, that ends with a thrill, and each night, as you lie down and switch off the light you will murmur that familiar prayer, "To be continued in our next."

LOCAL AND GENERAL.

To-day's dollar is worth 4s. 7½d.

Sir Paul Chater and the Hon. Mr. E. Pollock are leaving the Colony to-morrow on holiday.

The Bishop of Victoria and Mrs. Lander ask us to say that they will be very pleased to see any who wish to say good-bye to them at the Helena May Institute to-morrow (Wednesday) from 4.30 to 6.30 p.m.

Out of respect to the late Crown Princess of Sweden, (late Princess Margaret Victoria of Connaught) whose death was announced by Reuters, the flag at the Swedish Consulate was half-masted yesterday and to-day.

Mr. Gunnar Ludin, Vice Consul for Sweden, underwent an operation for appendicitis on the 26th April at the Peak Hospital, and his many friends will be glad to learn that he is doing well. He will not, however, be able to attend the Consulate for the next six weeks.

At the Chinese Y.M.C.A. to-morrow at 6 p.m., the American Athletic Club, winner of the Basketball League, meet the rest of the League in an exhibition match. At the conclusion of the game H.E. the Governor will present the shield to the League winners. Ladies are specially invited to be present.

Before Mr. N. L. Smith at the Magistracy this morning, Inspector Davitt charged a Chinese with picking the pocket of a compatriot in Des Voeux Road yesterday and stealing a purse containing four English gold pieces and a gold ring. He was charged by an Indian gentleman named G. A. Hyder and arrested, the purse being recovered. Sentence of three months' hard labour was passed.

Two Chinese were this morning charged before Mr. R. O. Hutchison with attempting to commit suicide by hanging themselves from a tree on the hillside above Conduit Road. He admitted the offence. Asked why he did it, the defendant said he had just returned from Singapore where he had been for many years. Upon making enquiries here, he discovered that his father was dead and that his only brother had gone away. This shock proved too much for him, and he decided to end his life. The case was referred to the S.C.A.

CORRESPONDENCE.

SEA LAWYERS.

(To the Editor of the China Mail.)

Sir.—It is a pity that your Adversarian does not have to command a ship carrying a crew of such sea-lawyers as are too common to-day. He should be at home amongst them, but he wouldn't be happy. His sympathies, in to-night's paper, are with the Kazembe crew that refused duty at Manila, and were rightly punished here. Mine are not. My sympathies are with the captains who remember the old time seafarer (who did what he was told, and did it sharp), and who now have to sail with the soft, slack, Bolshevik bunch of wharf rats they often get in these times.—Yours,

C.O.

[We answer this in to-day's leader.—Ed. C.M.]

WEDDING.

BUCHANAN-GOODALL.

At the Balham Congregational Church, London, S.W., on the 18th March, George Leonard Buchanan, eldest son of Mr. Buchanan, Sneinton, Notts, to Doris Winifred Goodall, eldest daughter of Mr. D. M. Goodall, Hongkong. The ceremony was performed by the Rev. Walter Friend. The happy bride was given away by Mr. J. W. Goodall, brother of Mr. D. M. Goodall. Mr. Goodall performed the duties of best man, and the bride was attended on by her sister, Miss Phyllis Goodall, who wore a dress of pale pink silk, a pink and blue picture hat and carried a bouquet of pink carnations.

The bride wore a white silk dress trimmed with crepe-de-chine and pearl embroidery with a white veil and orange blossoms. At the close of the service, the hymn, "O love divine and tender," was sung. Mr. William Every, L.R.A.M., F.R.C.O. presided at the organ. The reception was held at No. 15, Thurling Road, Wandsworth Common. The honeymoon was spent in the north of England. The bride's going away dress was white serge, trimmed with embroidery and black buttons, black straw hat with white ostrich plume.

The happy couple were the recipients of many pretty and useful presents. It is expected that they will be returning to the Colony early in June.

LIFT STRIKE.

There is little further to report in connection with the lift strike. Interviewed by a representative of the China Mail this morning, Mr. M. S. Northcote, the Secretary of the Land Investment Company, said he had nothing further to state. So far as he was aware all lifts were running. There appeared to be an impression that the former lift boys had been discharged. That was not the case; they had dismissed themselves, and he had in his drawer at that moment their letter of resignation. He had them in on Saturday morning but as they would not return, other men had been engaged in their places. No, he had nothing further to say. It is said that one of the lifts in Queen's Buildings yesterday afternoon stopped between two floors and remained stationary for about half an hour before the passengers could be released. It is noticeable that many persons prefer to climb the stairs than to trust themselves to the inexperience of the new lift boys.

HONGKONG DEFENCE CORPS.

NOTICE.

The following is notified for information of all Members. On the dates set apart for Balloting for Officers etc. (all those who were not members of the Hongkong Defence Corps on 23rd December, 1919) will also be carried out. Members are asked to attend on these dates as strong as possible.

G. F. E. RAPSON, Brevet Major, Adjutant, Hongkong Volunteer Defence Corps. Hongkong, 5th May, 1930.

When a Chinese was this morning charged before Mr. R. O. Hutchison with attempting to commit suicide by hanging himself from a tree on the hillside above Conduit Road, he admitted the offence. Asked why he did it, the defendant said he had just returned from Singapore where he had been for many years. Upon making enquiries here, he discovered that his father was dead and that his only brother had gone away. This shock proved too much for him, and he decided to end his life. The case was referred to the S.C.A.

CREW OF THE "KAZEMBE."

MAGISTRATE CONFIRMS PREVIOUS DECISION.

At the Marine Court this morning, before Captain Basil Tylour, R.N., the reserved decision on the application for rehearing of Mr. Leo D'Almada, (who represented the seven West Indians, members of the crew of the s.s. "Kazembe," recently found guilty of combining together to impede the navigation of the ship by refusing to turn to under the boatswain when ordered by the Master to do so at Manila) was given as follows:—

RESERVED DECISION ON POINT 2.

(Point 2 relates to jurisdiction of the Magistrate.)

"2. I find that I have jurisdiction under the Merchant Shipping Act of 1894. That Section 225 of that Act is not inconsistent with Section 9 of Ordinance 10 of 1899, but amplifies it. And that the question is covered by Section 41, 2 (b) of Ordinance 10 of 1899.

"For, if the contention of Mr. D'Almada is correct (that Section 225 of the Merchant Shipping Act of 1894 is inoperative in this Colony) then the crews of British ships are at liberty to commit any of the offences enumerated in Section 9 of Ordinance 10 of 1899, and in Section 225 of the Merchant Shipping Act of 1894, elsewhere than in this Colony, and, if thereafter, the ship arrives in the Colony (being the first British port of call after the commission of the offence), the Master has no remedy in this Colony, but must wait till the arrival of the ship at a home port, where it is conceivable she will never go, e.g. in the case of the large number of coasting steamers, which never go to England.

But the contention that there is no jurisdiction in the present case, rendered quite untenable by the fact that Section 41 (1) of Ordinance 10 of 1899, and upon which Mr. D'Almada relies only to ship registered in the Colony, and the "Kazembe" is registered at North Shields."

Mr. D'Almada intimated that the defendants would not appeal this case. It is understood that they were released from jail by order of the Magistrate on account of the announced date of sailing of the "Kazembe," after being in prison for 3 days.

THEATRE ROYAL.

"UP IN MABEL'S ROOM."

The Reynolds-Dennilton Players repeated "Up in Mabel's Room" at the Theatre Royal last night, scoring a great success. Naturally, the attendance was not so large as on the former occasion but it justified the production of the play a second time. The audience seemed rather cold at the start but warmed up as the play progressed, its entanglements and witty sayings being irresistible. It is unnecessary to comment on the performance of the various artists. It is sufficient to say that their work was even better than on the opening night, and that is praise enough. To-night the Company will present "Baby Mine."

The announcement of the second local presentation of the success of the two continents, "Baby Mine" by the Dennilton players to-night should be the means of packing the Theatre Royal to the limit. No one who has watched the fortunes of "Baby Mine" will deny that it is one big unmitigable hit. It is no easy trick to write a genuinely funny comedy, but Margaret Mayo so admirably constructed "Baby Mine" that it fairly bristles with ideas that are ingenious and clever. It ran for one year at the Daly Theatre in New York, and is also credited with 389 performances at Sir Charles Wyndham's Criterion Theatre in London. The bookings for to-night are heavy and the evening promises to be an exceedingly happy one.

LIGHTS NOT VISIBLE.

Kwok Yee, master of a Macao junk, and Pang Chat, master of a Hongkong junk, were charged before Captain Basil Tylour, Marine Magistrate, at the Marine Court this morning, with having failed to show proper lights and obstructed a fairway. Sergeant Langley testified that while proceeding through the Yau-mai shelter, on patrol, he observed defendants' junks moored together, with no lights showing, and that the junks in being anchored where they were, obstructed a fairway.

From defendants' testimony it appeared that they did not have proper lights showing, but a light in the stern near the water, whereas they should have had a light forward, 20 feet above water level, also that they had anchored in the fairway, although they claimed to have been heaving up anchor when arrested.

The Court pronounced them both guilty and fined them \$10 each.

Take a "WALLA-WALLA" BOAT to your ship. Phone No. 3516.

PRAYA EAST.

RECLAMATION.

GOVERNMENT TENDERS ACCEPTED.

In connection with the Praya East Reclamation scheme, a meeting of marine lot-holders was held in the City Hall yesterday afternoon, supported by Mr. M. S. Northcote, Secretary of the Land Investment Co. Ltd., presiding.

The Chairman said:—Gentlemen, as you are all aware the proposition of a Praya East Reclamation, extending from Arsenal Street to the China Sugar Refinery, has for many years been mooted as desirable. Some ten or twelve years ago a scheme of this nature was proposed by the Government, but as the times were then deemed inopportune for such an undertaking, no proposals were then submitted to you and the matter dropped. It was, however, again revived about the year 1913. Unfortunately the outbreak of war in 1914 prevented the matter being further proceeded with, and the proposal was again held in abeyance. Meantime the Government continued with the necessary soundings and surveys, and now that the war is over and peace secured they have once more taken up the proposition. I have, therefore, to-day to lay before you for your consideration the scheme as now proposed, a plan of which is open to your inspection upon the table, and I will ask the Secretary of the Land Investment Company presently to read to you the Government's conditions for the carrying out of the work. From the plan you will see that each Marine Lot owner receives his due proportion of the reclaimed area, which is divided by convenient streets into two separate blocks, that nearest to the water front having the larger area suitable for such buildings as godowns, the inner lots being available for tenement buildings. I may tell you that the conditions as now finally laid down have, after considerable discussion, been very materially amended from those first sent down to me in February last. They are, I think, now very fair and equitable to all concerned, and I recommend that they be agreed to and accepted. By the acquisition of Morrison Hill the Government have very materially reduced the cost of the work, providing as it does at very slight cost almost, if not quite, sufficient soil to complete the work of filling, while the removal of this hill gives to the Colony a very large open area for sports and recreation, for all of which we are indebted to the Government's enterprise in the acquisition of the property. You will observe that, in addition to certain areas on the new reclamation according to the plan, the Government, they are, in addition, retaining for their own use the large area marked "B" on the plan. It was at first their desire similarly to retain the areas "A," "C," and "D," but they have now consented to waive their claim thereto, and these areas will be equally apportioned to owners having frontages throughout all the areas "A," "B," "C," and "D." I do not think, gentlemen, that I have anything further I can usefully say, and I will now ask Mr. Northcote to read the conditions. Particulars of the approximate area to be allocated to each lot owner and the approximate cost thereof can be obtained here; and now, and if you will step up to the table in the order as I call out I will show them to you.

The voluminous correspondence between the Chairman and the Government, which was next read by Mr. Northcote, gave the total estimated cost of the scheme, including drainage, etc., as \$3,385,000 for a total area of 2,249,004 square feet, or \$1.75 (including 25 cents premium) per square foot.

The plan submitted by the government was inspected by each lot holder who was informed the price of his particular lot.

The Chairman then proposed that the Government terms, with their conditions and concessions, be accepted.

Mr. J. D. Stephens, who seconded the motion, thought the terms were most satisfactory to all concerned. They should be thankful to the Chairman, who could not have done better for the lot-holders.

The motion was carried, unanimously, and after the holders had signed their acceptance, the meeting terminated.

A Chinese who was recently convicted on a charge of wilfully cutting and wounding a compatriot, and banished from the Colony for a period of ten years, after serving a term of three months' hard labour, was this morning charged before Mr. R. O. Hutchison at the Magistracy with returning to the Colony before the term for which he was banished had expired. Acting Inspector Caygill said the defendant was banished on March 23, and was discovered in Yau-mai last night. Sentence of six months' hard labour was passed.

CAUSE OF DESPONDENCY. DESPONDENCY is often caused by indigestion and constipation, and quickly disappears when Chamberlain's Colic, Cholera and Diarrhoea Remedy is taken. These tablets sweep the bowels and move the bowels.

For sale by all Chemists and Storekeepers.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

AMERICANS IMPRISON LARKIN.

New York, May 3.

Jim Larkin, the leader of the great strike riots in Dublin in 1913, has been convicted here of criminal anarchy and condemned to an indeterminate sentence of five to ten years with hard labour.

PRINCE IN KIWILAND.

Wanganui, May 3.

The Prince of Wales replied to addresses presented at various centres as he was returning southward along the west coast. Speaking at Hawera, the scene of past historic fighting between the Pakeha (which strangers) and the Maoris, the Prince said that nothing pleased him more in New Zealand than the evidence he found everywhere that the Pakeha and Maoris were now one people in devotion to the dominion, the empire, and the King. There was much enthusiasm at Wanganui, where H.R.H. inspected a large body of returned soldiers, nurses, and cadets. He subsequently visited the collegiate school, where 300 boys vociferously welcomed him.

FRENCH STRIKES.

Paris, May 3.

While the railway services continue practically normal, owing to the help of loyalists and volunteers, the strike of seamen and dockers appears to be meeting some success. For example it is reported that all the vessels at Marseilles were abandoned by the crews. Over two thousand passengers are stranded, and thousands of tons of merchandise are deteriorating. The government has taken measures to maintain the shipping services required for indispensable imports. It is thought the miners are unlikely to join the strike as their demand for pensions for slate-quarriers similar to those of the miners was granted.

CHINESE SUPERSTITION.

ALLEGED VIOLENT OBSERVANCE.

INTERESTING COURT ACTION.

Chinese superstition in a somewhat violent form was alleged to have been responsible for an action heard by Mr. Justice Wood, the Puisne Judge, in the Summary Court this morning, when H. W. Ray, proprietor of the Coronet Theatre, sued the Bon Ton, who were represented by Mr. E. Davidson, for \$100, claimed for damage to property.

Mr. J. H. Gardiner, who appeared for the plaintiff, explained that his client, as his Lordship possibly knew, was the proprietor of the Coronet Theatre in Wyndham Street. In March or February plaintiff arranged with the superior landlord, the Yee Sang Fat firm, from whom he held a lease for the theatre building, to take the theatre basement which was at that time occupied by the Bon Ton, which was removing to new premises in Queen's Road. A lease was signed and plaintiff entered into possession on March 1, when he found the premises still occupied by employees of the Bon Ton. Plaintiff gave them notice to quit, but after consultation with representatives of Yee Sang Fat and the Bon Ton allowed the Bon Ton employees to continue to use the premises until they had an opportunity to remove to the new premises. When plaintiff took over the premises they were in good condition, but on March 19, after the Bon Ton employees had left, plaintiff discovered that the whole Chinese brick kitchen had been demolished. Failure to arrive at a settlement with the Bon Ton led to the issue of a writ and the present proceedings.

In answer to his Lordship, Mr. Gardiner said that his client had intended to use the kitchen for his employees and had had to pay contractors an estimated price of \$32. The sum of \$100 was named because in these cases his Lordship might use his own discretion and allow for malicious damage.

His Lordship: You would be satisfied with \$50?

Mr. Gardiner: Yes.

His Lordship: Has plaintiff paid the rent for the whole of March?

Mr. Gardiner: Yes.

His Lordship: And has he received rent from the Bon Ton?

Mr. Gardiner: No. It was a gratuitous act. We got nothing from the Bon Ton and we have been charged the full rent by Yee Sang Fat.

His Lordship: Was Yee Sang Fat a consenting party to this removal?

Mr. Gardiner: No, naturally, because it was spoiling his property. We are responsible to Yee Sang Fat for whatever damage has been done, and we will have to restore the premises, either now or at the end of our term.

In the course of his evidence plaintiff said that there was a particular Chinese superstition with regard to the smashing of a stove. This particular stove looked as if it had been smashed with a pick-axe.

Mr. Davidson: I think I must object to this.

Mr. Gardiner: It is rather material to our case as plaintiff's employees will not go down there now.

His Lordship: But you are not claiming damages on that ground?

Mr. Gardiner: Still, aggravating damages.

Mr. Davidson: We think the whole kitchen could be built for \$100. But I don't think your Lordship need decide that it is a question of liability that is at stake.

Cross-examining the plaintiff, Mr.

Davidson said: I think I will give you an opportunity of telling us about the superstition. What was it?

Witness: If tenants are leaving premises and they wish to make trouble for the people coming after them, they break a small portion of the stove. This was usually done by breaking a small piece off. At present none of my people will go down there except two at a time and I have had to put in extra lights.

Mr. Davidson: Then your suggestion is that their object was to do you an ill turn?

Witness: Because they had lost the premises.

Mr. Davidson: Your suggestion is that although you treated them with great generosity, out of pure malice they smashed the stove?

Witness: Yes.

Mr. Davidson: You know the Bon Ton have a very big business conducted on European lines, but you think they were actuated by petty malice?

Witness: They not only damaged the kitchen but also did damage elsewhere for which they have already paid.

Mr. Davidson: That does not seem to support your case very well.

His Lordship: They have paid for the other damage.

Mr. Davidson: What they think they are liable for they pay.

Witness: They think they can get out of this.

Mr. Davidson: I agree with you entirely. Do you know who put this stove in?

Witness: No.

Mr. Davidson: Then I take it that you will not deny that the Bon Ton put the stove in themselves.

Witness: I took over the premises on March 1, and the stove was there then.

His Lordship: The stove brickwork was fixed to the building?

Witness: Yes.

Mr. Davidson put it to the witness that there was a certain amount of iron-work in the stove, but the witness, while unable to describe all the stoves, could swear that there was no iron in one particular stove. There was trouble there before, he said, through the smell of cooking coming up into the Coronet. That was the reason they were turned out of the basement.

Mr. Davidson said that the Bon Ton had put a certain amount of iron in these stoves and when leaving they had disturbed the brickwork by removing the iron. "The stove or fireplace is a tenant's fixture which can be removed," continued Mr. Davidson. "However, that is only a minor part of my case. My case is that the kitchen is outside the premises leased by the plaintiff. Plaintiff has no right to use the kitchen because the kitchen is part of premises leased to the Bon Ton. I think it almost necessary that your Lordship should see the place."

A conclusion of the case for the plaintiff, Mr. Davidson submitted that on the evidence adduced to prove that the kitchen was a part of the premises leased by plaintiff there was no case to answer.

His Lordship said that he would inspect the premises in person, and the case was accordingly adjourned sine die.

According to the Canton Times the province of Kwangtung is indebted to the Japanese Taiwan Bank, the Kwangtung Industrial Bank, the Canton Branch of the Bank of China, and some native banks a total amount of about \$12,500,000. The deficit for 1919 amount to some \$16,950,000. For the payment of interest on debts alone, more than \$1,200,000 are needed for the year.

MORE WU TING FANG FUNDS.

A CANTON CASE.

The Sincere Company at Canton has refused to honour the summons of the Kwangchow District Court in Canton for the appearance of Wong Kwok Shun, one of the directors of the company, to answer why an injunction should not be issued to restrain the company from paying the \$300,000 due to Dr. Wu Ting-fang, Minister of Finance of the Military Government, who is now no longer acting. The company asserts, however, that Mr. Wong is not a resident of Canton and is not connected with the Canton concern but the Hongkong. However, Mr. Wong asserts that he has contracted the loan from Dr. Wu on security given and that he is not expected to redeem his note until it is due according to regular law governing contracts. The Sincere Company retained lawyers to look after its interest, at the same time informing Dr. Wu of the action being taken by the Military Government. The Government seems to believe that, in case of the non-appearance of Mr. Wong, the Court may render decision in default.—Canton Times.

SUCCESSFUL REHEARING.

Mr. T. Rowan appeared before Mr. N. L. Smith at the Magistracy this morning and applied for the re-hearing of the case in which a Chinese, originally convicted for attempting to export \$45 worth of Hongkong subsidiary coins and ordered to forfeit the money, was re-arrested immediately after he had left the Court, because the money was found to be "fud," and sentenced to three months' hard labour. Counsel said his application was made on the ground that there was nothing to prove that the defendant knew the money was counterfeit. The defendant received the money from a junk master (in payment of a debt) in rolls of \$5. He pocketed the rolls without examining their contents. After some argument, Mr. Smith admitted there was a doubt in the case and discharged the man.

A HOMILY.

The latest propaganda to be embarked on in the direction of making British ideals more widely known and popular throughout foreign countries. The bare announcement might perhaps raise a query with the average Britisher who is convinced of the popularity of British ideals, particularly those of justice and fair-play for all. The only thing he is liable to overlook is that they are not as widely known as they should be. The plea that we are a reserved nation and "don't like to talk of what we do" should be dropped. In a foreign country, or even in a Crown Colony, the man from the Motherland should make it his duty to tell those around him what Great Britain has done. This is no time for hiding a light under a bushel much as we might like to do it. Put this selfish of reservedness into the street, and if we have anything to say let's say it right out. It is a special duty that devolves on those who reside in a foreign country. They are the people "who show the flag." It is by their actions that the whole of the race is judged. The analysis may not be based on fair principles but the fact remains. This is more particularly so in Oriental countries. It is by those who are here that the people at home are judged. With the qualities that we display, be they bad or good, the word British is associated. It is a thought worthy of more than passing consideration. Think for a moment that here in Hongkong a people, subjects of the Empire, but with different ideas and customs, are forming their opinions. They look to you for their guide. It is you that will form the main feature of any propaganda. Millions of books and pamphlets may be sent to China telling of the British ideals, of our cherished possessions of democracy, but they will be useless unless the Chinese are convinced that they are displayed in the people who are in their country. Here it is the man, with his individual traits, or the British community with its collective character, that is going to make the greatest impression. Every little action is going to leave its mark either in favour or against the British. Just run your mind back and see if all your actions have been conducive to forwarding the popularity of Britain. Try to imagine the impression you have created. It may give you food for thought for more than one day.

Over four thousand students demonstrated in Canton yesterday in celebration of the anniversary of the birth of the student movement against militarism.

SHANGHAI RACES.

SECOND DAY.

The second day's results of the Shanghai Races follow:

THE CHU-KA-ZA CUP.

Messrs. Winsome and Hasty's The Hawk (Mr. Hill) 1

Mr. Robson's The Dancing Bird (Mr. Brand) 2

Messrs. Beith and Ross' Jack Scott (Mr. Heard) 3

Time: 1min. 27 1-5secs. This constitutes a record for the three-quarters of a mile.

THE RACE CLUB CUP.

Messrs. Winsome and Hasty's The Heron (Mr. Hill) 1

Mr. Robson's Sea Bird (Mr. Brand) 2

Messrs. Sky and Hickling's Mazurka (Mr. Heard) 3

Time: 4mins. 18 4-5secs.

THE SHANGHAI DERBY.

Messrs. Potts and Hayim's Comedy King (Mr. Crockam) 1

Mr. W. McBain's Langara (Mr. Vidal) 2

Messrs. Winsome and Hasty's The Merlin (Mr. Hill) 3

Time: 3mins. 7 3-5secs.

THE MONGOLIAN PLATE.

Mr. Teddie's Tot Emma (Mr. Hill) 1

Mr. Grayland's Junny Jack (Mr. Grayrigg) 2

Mr. Chapno's Gallop (Mr. Hill) 3

Time: 1min. 30 4-5secs.

THE SICCAWEI CUP.

Messrs. Potts and Hayim's Woodland King (late Castlewood) (Mr. Hill) 1

Messrs. Toeg and Gubbay's Triumph (Mr. Knoll) 2

Mr. Liddell's Gladiator (Mr. Heard) 3

Time: 2mins. 34 4-5secs.

THE GRAND STAND STAKES.

Capt. Bahnsen's Goldberg (Mr. Crockam) 1

Mr. Hulhen's Cape Horn (Mr. Hulthen) 2

Mr. W. S. Jackson's Mr. Jiggs (Mr. Hind) 3

Time: 2mins. 39 3-5secs.

THE SHANGHAI STAKES.

Messrs. Stephen and Burkill's Byland (Mr. Brand) 1

John Peel's Silver Streak (Mr. Johnstone) 2

Mrs. W. McBain's The Flyer (Mr. Vidal) 3

Time: 3mins. 9 3-5secs.

THE SPRING CUP.

Mr. Campox's Old Bill (Mr. Dalgarno) 1

Mr. Henry Morris' Setfield (Mr. Steward) 2

Sir Ellice Kadpacie's Hongkong Chief (Mr. Bremner) 3

Time: 2mins. 58 2-5secs.

THE SCURRY STAKES.

Mr. Fash's Redskin (Mr. Dalglish) 1

Messrs. Toeg and Gubbay's Churchill (Mr. Knoll) 2

Mr. Robson's The Dandy Bird (Mr. Brand) 3

Time: 1min. 47 1-5secs.

THE TIENTSIN PLATE.

Mr. Richmond's Gull Sand (Mr. Vidal) 1

Messrs. Potts and Hayim's Fighting King (Mr. Hill) 2

Messrs. Toeg and Gubbay's Triumph (Mr. Knoll) 3

Time: 2mins. 02 2-5secs.

THE PERING STAKES.

Messrs. Midday & Co.'s Barlin (Mr. Crockam) 1

Mr. B. D. F. Beith & St. Andrew's Aboukir (Mr. Heard) 2

Mr. Nugget's Father John (Mr. Vidal) 3

Time: 2mins. 41 4-5secs.

LATEST SHIPPING NEWS.

ARRIVALS.

The s.s. "Erivan" (Capt. L. Glasser), 1,511 tons, arrived yesterday at 7.20 p.m. from Haiphong.

The s.s. "Bendoran" (Cap. D. T. Calley), 3,442 tons, arrived yesterday at 5.30 p.m. from Singapore with about 1,500 tons of general cargo.

DEPARTURES.

The s.s. "Phoenipen" (Captain Hamilton) for Saigon at noon to-day with 800 tons of general cargo.

The s.s. "Haitan" (Capt. Robinson) sailed for Singapore, at 5 a.m. to-day with 1,000 tons of general cargo.

The s.s. "Takada" (Captain F. E. Harvey) sailed for Kobe via Shanghai at 7 a.m. to-day with 4,700 tons of general cargo.

TO-DAY'S ADVERTISEMENT.

ESTATE OF DENNIS KEBIR MOSS DECEASED.

ALL Persons having Claims against or owing money to the above Estate are requested to notify the undersigned.

For and on behalf of the Executor,
E. A. M. WILLIAMS,
Of Law, Dingham & Matthews.

TO-DAY'S ADVERTISEMENTS.

NOTICE.

THE ORIENTAL COTTON TRADING COMPANY, LIMITED.
(THE TOYO MUKAI KAISHA, LTD.)

NOTICE IS HEREBY GIVEN that the above named Company has been incorporated in Japan under Japanese Law, with a Capital of ¥25,000,000 for the purpose of carrying on the business in Cotton, Cotton yarn, Cotton piece goods and other similar goods which has hitherto been carried on by the undersigned and that as from the 15th April, 1920, all the rights and liabilities of the undersigned in connection with the said business and the benefit and burden of all contracts and engagements now subsisting in connection therewith have been taken over by the above named Company. The undersigned are the duly authorised agents of the said Company to carry on business of the said Company in the Colony of Hongkong and its dependencies as from the said date.

THE MITSUI BUSSAN KAISHA, LIMITED.
Agents.
Hongkong, May 5, 1920.

"BEN" LINE OF STEAMERS.

From MIDDLESBRO, LONDON AND STRAITS.

HE Steamship

"BENDORAN."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 15th inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on the 11th inst., at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.
Agents.
Hongkong, May 5, 1920.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction, (For Account of the Concerned), ON

TUESDAY,

May 11, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee House Street.

A Small Consignment of

WHITE GOODS, &c., &c.,

Comprising:—

Pillow Cases, White Satin Quilts, Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Battenberg and Drawnwork Bedspreads, Table Covers, Crochet and Drawnwork Dollies, Table Cloths, Linen Damask Serviettes.

Also

A few lots of Bellow Valises, Kit Bags, Suit Cases, and Attache Cases, And

Two Pairs Prismatic Binoculars.

(All new goods and in small lots.)

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 5, 1920.

(FOR ACCOUNT OF THE CONCERNED), ON

TUESDAY,

May 11, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee House Street.

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND BRASS-MOUNTED BEDSTRADES, TEAKWOOD TWIN BEDSTRADES, CARPETS, &c., &c.

comprising:—

On-strengthened Sofas, Arm-chairs (new) Folding Card and Occasional Tables, One Upholstered Sofa, Bedroom Furniture, comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, and Chair, Washstands, &c., (famed Teakwood), Slideboards, Ottomans, Extension Dining Tables, and Chairs, &c., Dinner Services, Crockery, and Glass Ware, Cooking Stoves, Cutlery, &c., Bath Room Utensils, Electro-Plated Ware, Electric-Heating Lamps, Blackwood and Teakwood Peramb, a quantity of Blackwood Furniture, Blackwood Fire Screens, Bed Tables, Chairs, Cabinets, Pictures, Carpets new and second-hand.

Also

Four Pianos, One Enamelled Bath, Camera, &c., &c.,

(Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 5, 1920.

NOTICES.

LANE, CRAWFORD & CO.
THE HOUSE FOR HATS.HAWKES' FAMOUS CORK
SUN HATS.

The Special Feature of this HAT is this Cushion fitting which conforms to any Shape head. Finishes Leather.

neat Puggaree and Chin Strap.

Smart Shape and Absolutely Water Proof.

Stocked in No. 1 & No. 2, Quality.

Price - - - \$9.00 & \$11.0

Tress & Co.'s Light Weight C

Extremely Light and Fashionable Shape with Positive Ventilator which combines both Comfort and Ease. \$7.50 EACH.

COLUMBIA

New Records Received.

A6054 Good Morning Mr. Zip-Zip, Fox Trot, Marconi Bros. One Step.
A5851 A Little Bit Of Sunshine, Fox Trot, Princes Band.
A2367 Pretty Baby, Fox Trot, Princes Band.
A2367 Walkin' The Dog, Fox Trot, Princes Band.
A2367 Waterston, Over There, One Step.
A2378 Smiles, Fox Trot, Fullers Novelty Orchestra.
Missouri, Waltz, Fullers Novelty Orch.

THE ANDERSON MUSIC CO., LTD.

18, DES VOEUX ROAD CENTRAL. TEL. 1322.

NOTICE OF REMOVAL

We have this day REMOVED our GARAGE to No. 161, Des Voeux Road Central, (next to Sincere Co., Ltd.)

BREEZY GARAGE,

Phone 2499.

Hongkong, April 3rd, 1920.

GENUINE CREME SIMON,
AND
POUDRE SIMON,

STOCKS OF THESE FAMOUS FACIAL PREPARATIONS JUST RECEIVED FROM FRANCE.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE

SAILINGS:—

To Macao daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.)
From Macao daily at 8.30 a.m. and 3 p.m. (Sundays at 4 p.m.)Police Permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES

FOR NEW YORK via Panama Canal.

S.S. "BOLTON CASTLE"

Sailing about end of May.

LLOYD TRIESTINO

FOR BRINDISI, VENICE & TRIESTE

S.S. "AFRICA"

Sailing about 31st May.

NANYO YUSEN KAISHA, Ltd.
(SOUTH SEA MAIL S. S. CO.)Regular Services between
JAPAN, HONGKONG & JAVA

FOR JAVA.

S.S. "RIJUN MARU,"

Sailing on or about 13th May.

FOR JAPAN.

S.S. "SAMARANG MARU"

Sailing on or about 9th June.

OCEAN TRANSPORT Co., Ltd.
(TAIYO KAIUN KAISHA.)Steamship Services Trans-Pacific.
Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to South AFRICAN
PORTS with transshipment at CALCUTTA.
in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINES

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 515).

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG

Monthly direct service via Singapore and Port Said.
HAYAMA MARU (Call Shanghai) Thursday, 8th May.
HAYRE MARU (Call Manila) Tuesday, 8th June.

BUENOS AIRES

Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

PANAMA MARU (Call Shanghai) Friday, 23rd May.

SEATTLE MARU (Call Manila) Middle of July.

BOMBAY & COLOMBO

Regular fortnightly service via S'pore.

SIAM MARU (Call Manila) Tuesday, 11th May.

LUZON MARU (Call Manila) Saturday, 15th May.

SAIGON, BANGKOK & SINGAPORE

Regular Monthly service.

SYDNEY & MELBOURNE

Monthly service taking cargo to New Zealand and Pacific Islands.

MITSUKI MARU (Call Manila) Monday, 7th June.

VICTORIA & VANCOUVER

Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokohama & Yokohama.

AFRICA MARU (Call Shanghai) Saturday, 22nd May.

CHICAGO MARU (Call Manila) Saturday, 5th June.

KEELUNG via SWATOW & AMOY

These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

AMAKUSA MARU (Call Manila) Sunday, 9th May.

TAKAO via SWATOW and AMOY.

UNNAN MARU (direct to Takao) Tuesday, 11th May.

JAPAN PORTS

Moji, Kobe, Yokohama, Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

THE CHINA & AUSTRALIA S.S. CO. LTD.

FOR MELBOURNE & SYDNEY via MANILA, SANDAKAN & QUEENSLAND PORTS.

"HWAH PING" Sailing on or about June 31st.

"VICTORIA" Sailing on or about July 2nd.

(Calling at Port Darwin).

For Passage and Freight apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.

111, Cross Street, Central.

Agents.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|--------------------------|-----------|-------------------|
| SWATOW & SINGAPORE | CHANGHONG | May 6, at 10 a.m. |
| HOIHOW & SINGAPORE | CHILDAH | May 6, at 11 a.m. |
| SHANGHAI & SINGAPORE | SUNTING | May 6, at 4 p.m. |
| SHANGHAI & TSINGTAO | CHENAN | May 8, at 4 p.m. |
| AMOY, SHANGHAI AND PUHOW | SUTYANG | May 11, at 4 p.m. |
| SHANGHAI & TSINGTAO | SUTYANG | May 13, at Noon. |
| SHANGHAI & TSINGTAO | SUTYANG | May 15, at 4 p.m. |

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent Saloon accommodation, Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wobens.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 33.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

| STEAMER | ABOUT | DATE |
|-------------|------------|-------|
| "EDMORE" | About May | 12th. |
| "TOOTHUM" | About May | 26th. |
| "CROSSKEYS" | About June | 6th. |

For PORTLAND direct.

(Calling at Shanghai and Kobe).

| STEAMER | ABOUT | DATE |
|------------|------------|-------|
| "COAXET" | About May | 7th. |
| "MONTAGUE" | About June | 15th. |
| "WABAN" | About June | 30th. |
| "ABERCOO" | About July | 10th. |

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE,

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

FOR NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S.S. "DRYDEN"

About MAY 12th.

Via PANAMA.

S.S. "WYTHEVILLE"

About JUNE 29th.

Via PANAMA.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.,

THE ADMIRAL LINE,

TELEPHONES 2477 & 2478. AGENTS. 5TH FLOOR, HOTEL MANSIONS.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

| DOE INWARDS | ABOUT | SAILING FOR LOS ANGELES | ABOUT |
|-------------------|----------|-------------------------|----------|
| SIS. VINITA | May 15. | S.S. VINITA | May 17. |
| S.S. WEST NIVARIA | June 15. | S.S. WEST NIVARIA | June 17. |
| S.S. WEST MONTOP | July 15. | S.S. WEST MONTOP | July 17. |

Through Bills of Lading to all U.S. and Canadian overland points; no transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICE—LOS ANGELES, CALIF.

BRANCH OFFICES—Kobe, SHANGHAI, MANILA, SINGAPORE.

HONGKONG OFFICE—Prince's Buildings, Chater Road.

CHAS. E. RICHARDSON,

General Agent for South China.

Telephone No. 1062.

TENYO KISEN KAISHA

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN and HONOLULU.

FAST and LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

| Steamers | Tons | Leave Hongkong |
|--------------|--------|----------------|
| TENYO MARU | 23,000 | 27th May. |
| SHIRAKA MARU | 23,000 | 13th June. |
| SHIRAKA MARU | 23,000 | 17th June. |
| SHIRAKA MARU | 23,000 | 8th July. |
| KOREA MARU | 20,000 | 14th July. |

From Kobe. *Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA.

GALLAO, ARICA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

| Steamers | Tons | Leave Hongkong |
|--------------|--------|----------------|
| SHIRAKA MARU | 14,000 | May 28th. |
| SHIRAKA MARU | 17,000 | May 29th. |
| SHIRAKA MARU | 14,000 | Sept. 28th. |

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

FREIGHT SERVICE

Direct Freight service to CUBA and NEW ORLEANS, via San Francisco, Balboa and the Panama Canal.

Steamers Leave Hongkong

CHOTO MARU May 26th.

For all information as to rates, freight space, sailings, etc., apply to—

Y. TSUTSUMI, Manager, King's Building.

Telephones 2674 and 2675.

SHIPPING

C. P. O. S.

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki ("Moji") Kobe & Yokohama)

| STEAMERS | FROM | DATE |
|-------------------|----------|----------|
| Empress of Russia | Hongkong | May 6 |
| Empress of Japan | Hongkong | May 24 |
| Empress of Asia | Hongkong | May 26 |
| Monteagle | Hongkong | June 1 |
| Empress of Russia | Hongkong | June 3 |
| Empress of Japan | Hongkong | June 21 |
| Empress of Asia | Hongkong | July 2 |
| Monteagle | Hongkong | July 1 |
| Empress of Russia | Hongkong | July 19 |
| Empress of Japan | Hongkong | Aug. 16 |
| Empress of Asia | Hongkong | Aug. 16 |
| Monteagle | Hongkong | Sept. 5 |
| Empress of Russia | Hongkong | Sept. 13 |
| Empress of Japan | Hongkong | Oct. 5 |
| Empress of Asia | Hongkong | Oct. 11 |
| Monteagle | Hongkong | Nov. 8 |
| Empress of Russia | Hongkong | Nov. 13 |
| Empress of Japan | Hongkong | Nov. 30 |

Passage Fares Hongkong to United Kingdom.

| EMPERESS OF RUSSIA | EMPERESS OF JAPAN | EMPERESS OF ASIA | EMPERESS OF MONTAGUE |
|----------------------|----------------------|----------------------|----------------------|
| 18,850 Tons Reg. | 18,850 Tons Reg. | 18,850 Tons Reg. | 18,850 Tons Reg. |
| Gold 6,000 Tons Reg. | Gold 6,000 Tons Reg. | Gold 6,000 Tons Reg. | Gold 6,000 Tons Reg. |
| 18,850 Tons Reg. | 18,850 Tons Reg. | 18,850 Tons Reg. | 18,850 Tons Reg. |

Fares & passages subject to change without notice.

For Fares and other information please apply to—

HONGKONG OFFICE: CANPAC.

Telephone 712. CANTON OFFICE: CANPAC.

CANADIAN PACIFIC

OCEAN SERVICES

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

| "NANKING" | "NILE" | "CHINA" |
|---------------|---------------|---------------|
| (15,000 tons) | (11,000 tons) | (10,200 tons) |

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

via SHANGHAI, JAPAN PORTS & HONOLULU.

| "NANKING" | "NILE" | "CHINA" |
|----------------|-----------------|----------------|
| June 2nd 1920. | June 19th 1920. | May 23rd 1920. |

AN UNPARALLELED HIGH-CLASS PASSENGER SERVICE.

O. H. RUTHER, Freight and Passenger Agent.

Prince's Buildings, 100, Queen's Street. Tel. 1334.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

| STEAMERS | CLASSES | LEAVING |
|----------|-----------------------|------------------------------|
| HAIHONG | Capt. W. O. Patterson | FRIDAY, 7th May, at 3 p.m. |
| HAIHONG | Capt. A. H. Stewart | TUESDAY, 11th May, at 3 p.m. |
| HAIHONG | Capt. M. Walker | FRIDAY, 14th May, at 3 p.m. |

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSENGER apply to—

DOUGLAS LAFRAIK & Co.

(General Managers).

AMERICAN & ORIENTAL LINE.

FOR HAVANA & NEW YORK VIA PANAMA CANAL.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS.

"ELLERMAN" LINE

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPER'S ARE

REQUESTED TO APPROACH THE UNDERSIGNED,

For

STEAMERS

SAIL

Subject to change without notice.

THE BANK LINE, LTD.

General Agents.

Or to KERR & Co., Canton.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE

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| "HAWAIIAN" <td>via Hongkong <td>25th May. </td></td> | via Hongkong <td>25th May. </td> | 25th May. |
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SCRAPPING A FILM.

(Continued from page 3.)

DOGGED BY "THE BETTER 'OLE'".
Mr. G. W. Pearson, film producer, who gave evidence regarding the qualities of Mr. Bentley's work, was asked in cross-examination by Mr. Hastings: Did you ever hear of a film called "The Better 'Ole'?"—Yes, unfortunately.

Why unfortunately?—Because it has followed me about. (Laughter.) Do you mean it has dogged your footsteps?—Yes. (Laughter.)

Was it as good in film as "The Lackey and the Lady"?—I think it was.

Was "The Better 'Ole'" sold for £20,000?—I am not at liberty to say. Don't be afraid. Was it somewhere in the neighbourhood of that sum?—It had some relationship to a large figure. (Laughter.)

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|--------------------|----------------|-----------------------------|--|
| "NORE" "DUNERA" | 6,700 5,400 | 12th May 13th May | Manzanilla, London & Antwerp. Sapora, Colombo & Bombay. |

BRITISH INDIA-APCAR SAILINGS (South)

| | | | |
|----------------------|----------------|----------------------|-----------------------------------|
| "MUTTRA" "TAKADA" | 4,700 7,000 | 14th May 26th May | Straits, Rangoon and Calcutta. |
|----------------------|----------------|----------------------|-----------------------------------|

EASTERN & AUSTRALIAN SAILINGS (South)

| | | | |
|-----------|-------|----------|---|
| "EASTERN" | 4,000 | 22nd May | Sydney, Sandakan, Thursday Island, Cairns, Townsville & Brisbane. |
|-----------|-------|----------|---|

SAILINGS TO SHANGHAI & JAPAN

| | | | |
|--------------------------|----------------|--------------------|---|
| "TAKADA" "KIDDERPORE" | 5,200 7,000 | 5th May 6th May | Shanghai and Japan. Shanghai, Kobe & Yokohama. |
| "NELLORE" | 7,000 | 16th May | Shanghai and Japan. |

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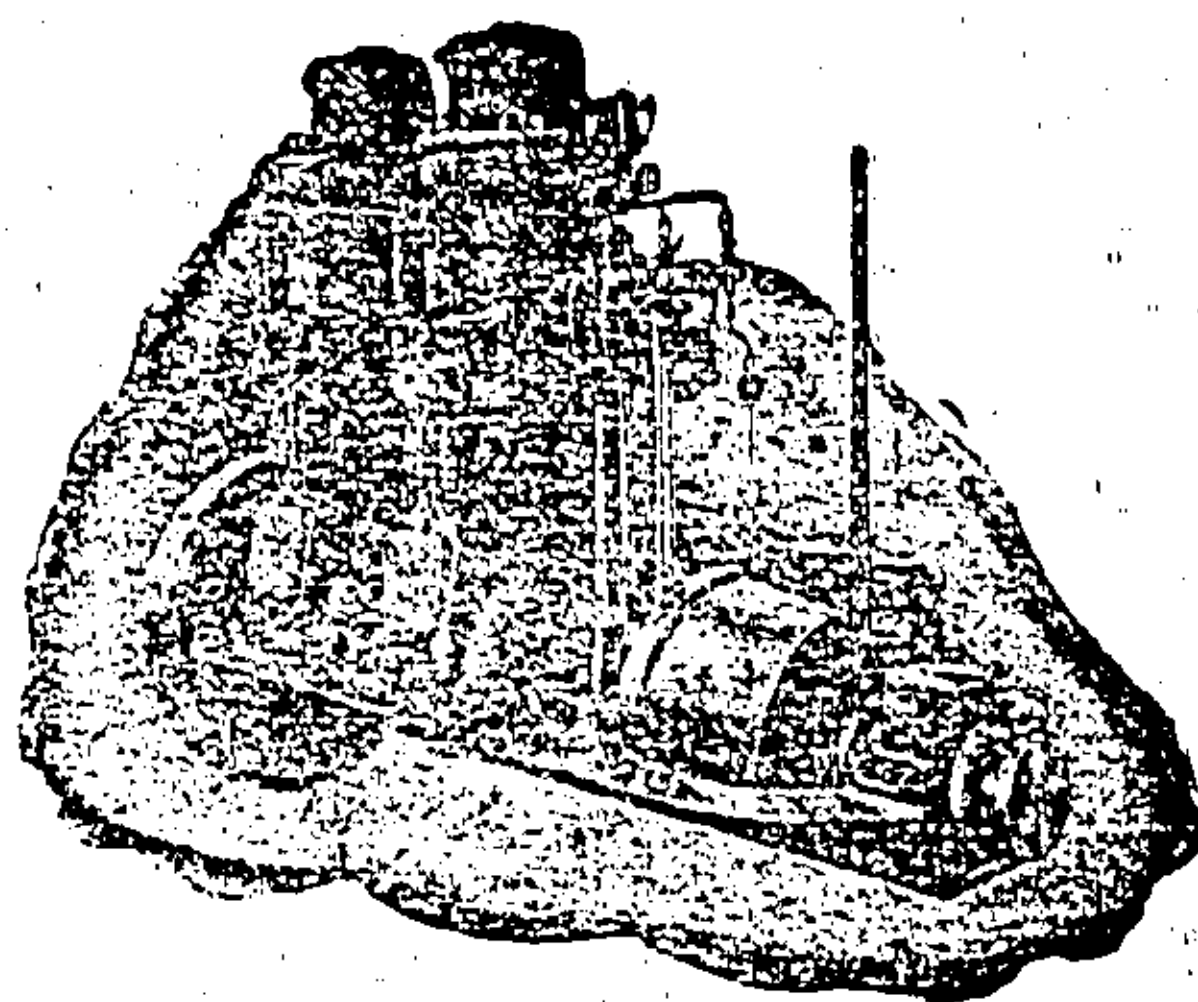
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A SOLDIER'S VIEW OF PEACE.

PLAIN WORDS BY SIR HUBERT GOUGH.

It has been said that the soldier is the real pacifist. He knows all that there is to know about war—he knows it in all its terror and horror. His ideas on the subject are apt to be clearer and more definite than those of others who merely watch from a distance and are not acquainted with the reality. And especially is he concerned with the business of making an end of the conflict when once the issue has been decided.

You go to war, and you win. Then, in the view of the soldier, the war should be over. That it should be allowed to drag on and on is to him the intolerable thing. And he is apt to be impatient of the people who contemplate with seeming indifference the prolongation of any struggle beyond the point of decision. Such were the views expressed to me (writes a representative of the *Observer*) by General Sir Hubert Gough, who has seen more than most people of the troubled areas of Europe since the Armistice.

"People seem to have forgotten that we really did win the war," he said. "We fought, and won, and that should be the end of it. Now that it is over we ought to settle down to be friends again."

"If two men have a row and get to fighting, they go on till one of them is beaten, and then it is all over. When you have knocked a man down you don't start kicking him. That is not our English way of doing things. It has always been our way to shake hands and forget about the trouble. And surely that ought to be the way between nations just as much as between men."

"I suppose I fought the Germans as hard as anybody. I had seen, too, that the war was coming. Years ago I knew that it was bound to come, and I did my best to get ready for it. But it is over now, and I cannot tell you how strongly I feel that it is our business now to settle down and be friends again. We want to make an end of all the bad blood, the bitter, revengeful feelings."

"It is a pitiful thing, but there is a very dangerous imperialistic spirit abroad in Europe at present. Some of the nations have ideas of conquest and domination which will be positively deadly if they are allowed to direct international action. I do not believe for a minute that those ideas have any real power in England, but I cannot help seeing that we have allowed our policy to be shaped by the people who cherish those ideas."

"HITTING A MAN WHEN HE IS DOWN."

"There is the Peace Treaty, for instance, I am afraid people in England have not begun yet to realize what a thoroughly un-English thing that is. It really does consist of hitting a man when he is down and hitting him in a pretty murderous fashion. It is no excuse to say that if Germany had won her terms to us would have been far harder. Germany did not win, and what she might have done has nothing to do with it."

"I believe the Treaty will be revised, but I wish I could hope that it will be revised soon. That is an aim that we ought to set before ourselves, for until it is revised it will be hard to get friendship back to Europe. And there is that absurd clamour for the punishment of war criminals. It is even worse than absurd—it is wicked. If you come to think of it the real criminals in Germany are punished already. Where are the people today who were really responsible for the war? We have broken their power utterly and for ever, and isn't that punishment enough? And where is the point of demanding the trial of men who, after all, only obeyed the orders of those whom we have broken?"

"I suppose you could make out a case for punishing some of them, but that is not the point. The point is that it is all this business of punishment looks more like revenge than anything else, and that is poisonous. We don't want revenge. We want friendship. We want a real League of Nations, with Germany in it, and Austria, and Soviet Russia as well. And we want an end at once to all the fighting that we have allowed to go dragging on."

OUR RUSSIAN POLICY.

"I have been travelling about Europe a good deal since the war ended," General Gough continued, "and I have seen something of the tragedy and the misery of it all. There is Batoum, for instance, with its great docks and wharves and warehouses—all empty. There were no ships in the harbour except British ships of war. At Novorossiysk the only stores of any kind in the place were supplies sent by us to Denikin, who had not the staff to organize the use of them. Great factories were idle and deserted."

"Then there is Riga, with the same story to tell. There again the docks were empty, and grass was growing between the stones on the wharves. Think of it! All that place which ought to be busy with trade, serving the needs of the world, and it was empty and idle and grown with grass. Babylon and Nineveh must have begun to go in the same way."

"I suppose we are working towards a more sensible Russian policy now, but even yet people in this country do not realize how desperate is necessary a better policy is. We allowed ourselves to be persuaded by all sorts of Russians who, object to the Russian revolution because it does not suit them personally, and so we set about supporting the Whites, never realizing that the real Russia would never tolerate them. We aided all the little border States to fight against Soviet Russia and expected them to be friendly to the Whites. That was the most amazing thing of all."

"For in their moments of expansiveness the Whites made very plain what they would do to those States if they got back into power. There would have been a very speedy end to the independence of the little nations which have been set free. Success for the Whites would have meant the setting up again of everything for which Tsarism stood, not in Russia alone, but in all those border countries which were once oppressed by Russia. Luckily that danger is now passed."

"But Soviet Russia is in great necessity. Before the country can get back to anything like prosperity she must have many things. There is the matter of the railways. Thousands of engines are standing idle in Russia to-day because some parts of them are worn out, and there are no duplicates to be had. If we mean well towards Russia we must make haste to supply her needs and to aid her in all friendliness to aid herself. And if those missionaries of the Whites who have been persuading this country and France to support the fighting against the Soviets really care for their country, the best thing that they can do is to go back to it and serve it as good citizens."

"EUROPE MUST BE UNITED."

General Gough paused for a minute. "Europe needs peace," he went on, presently. "We have had these years of war, and now there is so much to be done. And it cannot be done without friendship between the nations. Thousands of years ago the family was the unit which had to hold together for self-defence. Then it became the village, and then the tribe. After a while it was the nation which had to organize itself for security and now it is becoming a matter of continents. If Europe is to be secure in the future, Europe must be united."

"There are perils enough from the outside, without making any more for ourselves by harbouring jealousies and the spirit of revenge. All the European peoples have to hang together and to work together if civilization is to endure in the world. We are trustees for the world. We have a common inheritance, and we must defend it in common. United we can do it, but if we are divided we shall be lost."

"NEW IDEALS FOR OLD."

"The war made an end of many evil things in the world, but it has left us with the duty of putting better things in their place. And we cannot do that unless we first of all get rid of the bitterness and hatred which some people seem to delight in cherishing. We cannot hope for a better world all the time we persist in bullying a beaten Germany or starving a reformed Russia. We have to help one another, and to feel kindly towards one another."

"What did we fight for if it was not to secure the peace of the world?"

LAWN TENNIS. IMPORTANT DECISIONS.

Important decisions were come to at the recent meeting of the International Lawn Tennis Federation in Paris. Representatives of Belgium, the British Isles, Denmark, France, Holland, South Africa, Spain, and Switzerland were present.

The statement of the United States Lawn Tennis Association that they were prepared to take up membership of the federation subject to the acceptance of certain proposals made by them was met by a resolution that the International Lawn Tennis Federation were unable to consider any terms as being conditions precedent to a nation joining the federation, but would be very pleased to consider any terms when brought forward by that nation when it had become affiliated.

As regards the attitude to be adopted by the federation on the subject of players taking part in tournaments held in neutral countries, two resolutions were passed unanimously. The first was that the association of the neutral countries that are keeping relations with the Central Powers must forward every year, before March 15 (this year before May 15), to the secretary of the International Federation a list of tournaments exclusively reserved to the Allied and neutral players, and a list of the tournaments open to all players, without any distinction of country. The second resolution on this point was that each association of the Entente Powers may remain free after receiving the above mentioned list, to take whatever measures they think fit as regards their own players.

It was unanimously agreed that the International Lawn Tennis Federation should have the power to alter the laws of the game, and the British delegates were requested to report to the Lawn Tennis Association suggesting certain modifications in the conditions put forward by them. It was agreed unanimously that it was most desirable that the foot-fault rule should be modified, and a sub-committee, consisting of Messrs. P. de Borman, A. H. Gobert, and H. H. Monckton, were appointed to go into the matter.

The modifications of the Davis Cup regulations, suggested by the United States, have been agreed to by the British Isles, and it was resolved that the matter should be gone into further during the championship meeting at Wimbledon.

The World's Covered Court Championships were allotted to Denmark for 1920, and will take place in October. These events will be played in the British Isles in 1921. It was unanimously agreed that ladies' doubles should be regarded as world's championships on hard and covered courts, just as the ladies' doubles event at Wimbledon is recognised as a world's championship.

The meeting decided unanimously against the proposal recently put forward by the United States for an international competition for women on the lines of the Davis Cup. The affiliated association will be requested not to participate in a competition of this kind.

The British delegates were requested to submit a scheme for the Professional Championship of the World.

Daily Telegraph.

KINEMA NOTES.

The popular manager of the Coronet Cinema Theatre did another good turn for local picture goers, when he engaged for his patrons, the services of the Royal Hawaiian Quartette, who are passing through on their way to England, where they are booked for extensive seasons with some of the leading London theatres. There was a full house at the five o'clock show yesterday, when these first class musicians gave several selections on their steel guitars to a very appreciative audience. Their singing too, was excellent, and the blending of voices very effective. These talented artists will again perform to-night, supported by a fine superproduction picture programme. As their season is a short one, music lovers should not fail to book their seats early. Don't miss this opportunity to listen for the first time to the haunting Hawaiian melodies played on the moaning guitars, the fame of which had, up to now, been only a tradition here. It is a novelty to Hongkong, and a very popular one, judging from the enthusiasm exhibited by yesterday's audiences.

And where will peace be if we allow ourselves to be guided by people who are dreaming of revenge all the time, and planning hardships for those who are beaten? We did not do our fighting by halves, and we must not have any half-measures about our peace-making.

"Imperialistic dreams, the desire for domination over others—these are deadly things. It has seemed to me that our people do not realize how deadly they are, or to what an extent they are working on the Continent, and especially in France at present. But if we have any real care for the future of the world, we must realize the fact of them, and make an effective protest. Other-wise peace can be nothing but a sham, and a new beginning of war cannot be far away."

CAN U.S. AS SHIPBUILDERS COMPETE WITH GREAT BRITAIN.

U.S. SHIPBUILDERS' VIEWS.

Mr. J. H. Mull, the pioneer and general manager of the Cramp shipbuilding company, one of the oldest shipbuilding concerns in the United States, has an article in the *New York Journal of Commerce* discussing the ability of the United States to compete with British shipyards.

Mr. Mull writes: "In normal times we may, under laws favourable to production, be able to cope with Great Britain in shipbuilding. At first sight this may appear to be optimistic, but we must remember that raw material for shipbuilding is lower in price in this country than in Great Britain; that labour-saving methods and tools are more quickly developed and applied in this country than in the shipbuilding districts there; and that the labour unrest in Great Britain is far more serious than in this country."

The cost of production is greater in Great Britain than at any time in the past. The price of labour has been advanced in all branches of production furnishing material for shipbuilding, as well as in the trades directly concerned in building. This tends somewhat to even up the situation.

It is to be noted that this statement is for normal times. The conditions under which we are now working, both in regard to the number of shipyards in operation, the number of men employed in shipbuilding, and the high cost relatively of raw material, are not normal. I assume that in normal times a large number of the emergency shipyards wherein were built "fabricated" vessels, will be closed, thus freeing a large number of men now engaged in shipbuilding. The majority of these men constitute unskilled labour, or at best men of very limited training, but a considerable number of them are good mechanics who have served their time at their trades. The closing down of unnecessary yards will enable the well established yards to exercise greater care in the selection of their men, for there will be a better grade to choose from, thereby increasing the efficiency of the organisation and the output of the yard.

An essential thing in the industry is to continue and extend the training of men engaged in shipbuilding by educational courses in the art of shipbuilding; in other words, to transfer our partly skilled labour into skilled labour as rapidly as possible. I believe that the average intelligence of the American workman is higher than that of the British workman, and that with labour-saving devices and improved methods of building, together with the training of men in special branches of shipbuilding, the result will be to bring down the cost per ton of ships in this country to a marked degree. As conditions are at the present time the wage and piece work rates on the Clyde are about 40 per cent. lower than our own. We are, to this extent, handicapped in labour. On the other hand, as stated, the price of raw material is lower here and this goes in a measure to offset the lower rate of labour abroad.

I believe that our shipyards are laid out more efficiently than those abroad; that is, they are so arranged that the material is received in the yard and passes successively through the operations necessary for its embodiment in the ship, with less interruption, rehandling, and with more direct routing than is secured in many of the foreign yards. Our yards as a rule have given greater attention to crane and truck service, and other transportation facilities. The greater use in this country of labour saving devices puts us in a better position to meet high labour costs than the average British plant.

To compete, however, with Great Britain on equal terms means that we must select and train our men to the best advantage. We must have on the part of the men loyalty to the work in which they are engaged. Simpler methods of management and construction must be striven for and use made of systematic organisation and labour saving devices that will be most efficient. If the American shipworker is to continue to see our yards filled with orders he must resist certain tendencies which have influenced the labour unions in the past. The hampering of individual initiative, the restriction of output, the levelling of all men to a rigid wage scale and the prevention of any recognition of individual ability, are policies under which no industry can prosper. It is to workingmen the rule of independent convictions, and not dominated by any misguided labour leaders, that we must look in great part for the drive that is to put the American shipyard in the lead.

CROUP.

THIS disease is so dangerous and so rapid in its development that every mother of young children should be prepared for it. It is very risky to wait until the attack of croup appears and then send for medicine and let the child suffer until it can be obtained. Chamberlain's Cough Remedy is prompt and effective and has never been known to fail in any case. Always have a bottle in the home. For sale by all Chemists and Storekeepers.

A NEW WARSHIP. LAST TO BE LAUNCHED FOR YEARS.

The launch of the light cruiser "Frobisher" at Devonport Dockyard will be of more than usual interest from several points of view. Firstly, she will probably be the last warship of any size to leave the ways in this country for several years; secondly, her launch will be the first ceremonial "show" in a dockyard since 1914; and, thirdly, she will leave the slip clear for the laying down of a large oil tanker, the first merchant ship ever to be commenced in one of the Royal Dockyards.

The new ship has been built on No. 3 slip at the south yard, and the usual arrangements observed in pre-war launches are being carried out in connection with this ceremony. The last public launch at the yard was that of the "Warspite," which took place in November, 1913, when the christening ceremony was performed by Mrs. Austen Chamberlain. This battleship, as is well known, gave a fine account of herself under Rear-Admiral Sir Hugh Evan-Thomas during the war, and had a miraculous escape at Jutland, when her steering gear jammed.

The Royal Oak was also built at Devonport, but she was launched after the outbreak of hostilities, the function, which was private, being performed by the Countess of Mount Edgumbe.

The "Frobisher" is the nameship of a class of four light cruisers, one of which, the "Hawkins," was launched at Chatham and commissioned in July of last year as the flagship of Vice-Admiral Sir A. L. Duff, K.C.B., Commander-in-Chief of the China Station. Because of the many improvements that have been introduced in this class for the greater convenience and comfort of officers and crew, they have been described as the "models" of the post-war navy.

Although described as a "light" cruiser, the "Frobisher" displaces 9,750 tons, and is 605 ft. long over all. The length between perpendiculars is 565 ft.; the beam at waterline 58 ft., and over "bulges" 65 ft.; the mean draft is 17 ft. 3 in., and the maximum draft 20 ft. 6 in. Geared turbines drive Brown-Curtis type will develop 70,000 shaft horse power, and the speed will exceed 31 knots. Twelve Yarrow (small tube) boilers, eight of them oil fired, supply the steam, whilst the fuel capacity will be 1,000 tons of coal, plus 1,500 tons of oil.

The armament comprises seven 7.5 in. guns of a new model, with very high velocity, and mounted to give a big angle of elevation, six 12-pounders, four 3 in. anti-aircraft, and some minor pieces. Four above-water and two submerged tubes comprise a powerful torpedo equipment.

The armour protection of high tensile and nickel steel is very complete, although of no great thickness, whilst all bulkheads beneath the level of the lower deck are unpierced. It is calculated that the bulges and the minute subdivision of the ship will keep her afloat even if all three boiler-rooms and both engine-rooms become flooded.

A WARTIME PRODUCT.

The ships of this class were commenced under the Emergency War Programme, being designed in the summer of 1915, and ordered in the following winter. They were planned to meet possible improvements in enemy light cruiser types, and also for hunting enemy commerce raiders in the Atlantic, hence their large fuel capacities. As oil fuel would not be obtainable at some distant naval stations, they were given four small coal-burning boilers, sufficient to provide steam for cruising speeds. The "Hawkins" has already proven herself an excellent sea boat, and the all-round design of the ship seems to be excellent. It is worthy of note that the "Cavendish," a fifth vessel of this class, which was in hand by Harland and Wolff at Belfast, was accelerated in building and completed as an aeroplane carrier under the name of "Vindictive."

At one time there was considerable doubt as to whether the construction of the "Frobisher" would be proceeded with. She had not reached a very advanced stage when the Armistice was signed, and for some time her fate was in doubt. Few workmen were employed on her, and the Admiralty debated seriously the alternatives of carrying on work or dismantling her on the stocks. Eventually—and no doubt because of the mooted idea of building merchant ships at Plymouth—they decided that work should proceed. But, judging from the new Navy Estimates, it is not likely that her work will be carried out on her during the next twelve months. From the time her keel plate was laid, in August, 1916, the "Frobisher" has been under the care of three constructive managers. This is unique in the annals of the Western Dockyard.

The christening ceremony is to be performed by Countess Fortescue, wife of the Lord-Lieutenant of the county of Devon, who launched the "Temeraire," another famous battleship, at the same yard on August 24, 1907.

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DANGERS OF INFLATED CURRENCY.

(By P. E. Roberts.)

There has been recently a tendency in certain quarters to question the validity of the economic law that one of the results of an inflated currency is a rise in prices. Since very serious results would follow, if this heresy were widely accepted, it may be of some use to examine the problem here.

At the beginning of the war, in order to get essential work done, the Government willingly and without stint paid the highest scale of wages and supplemented them with allowances and bonuses of all kinds. This involved a very large issue of paper money, and it is generally accepted that the Government, feeling that the country was in a desperate position, printed all the notes it required, without much, if any, regard for those severely prudent restraints which should always regulate the output of inconvertible paper.

These notes, rightly considered, were simply stamped and sealed promises that the holders of them should, on presentation, have the right to claim certain commodities and services from their fellow citizens. At the same time, owing to the exigencies of war, production was limited, and the available mass of commodities was seriously diminished. Thus an increasing number of demand notes was issued against rapidly decreasing bulk of assets. By the normal operation of the law of supply and demand the prices of commodities and services rapidly rose. The law was illustrated that any excessive issue of paper money beyond the natural money requirements of the people must cause a rise in prices.

£100,000 PAPER MONEY GIFTS.

These general economic laws are often difficult to apprehend in the abstract, but they become comparatively simple if concrete examples are taken, and if they are relentlessly thought out in terms of actual life. In this way, I think, it can be shown that theoretically the issue of paper money can be carried to a point which renders all services and commodities not merely terribly expensive, but practically unobtainable. This is certainly not always recognised. Sir Lynden Macassey, in the *Edinburgh Review* for April 1919, declares that perfectly honest workpeople have said to him: "If there are not sufficient profits in industry to pay us the wages we ask, then all the Government has to do is to create the 'necessary paper money' and 'use that.'"

I have generally found it best to combat this habit of mind, which is by no means uncommon even in educated circles, by a *reductio ad absurdum*. If it be true that there is no limit to the amount of paper money that a Government can profitably issue, why should it not render all its subjects permanently happy and prosperous by paying to them one morning £100,000 in banknotes? Really it may be said in passing one almost wonders that Mr. Lloyd George has not already adopted this brilliant scheme; it would be thoroughly in accord with his impulsive generosity and his heroic determination not to submit to cramping economic laws.

A NEW ERA OF "NO WORK."

Unfortunately, though, political economy is the "dismal" science, the consequences of ignoring its laws are more dismal still. Let us try to work out what would be the actual concrete results of the expedient suggested. We can picture the surprise and delight of that typical British citizen, Mr. John Smith, when, on arriving at his office, he opens the official envelope that awaits him, and reads the letter from the Chancellor of the Exchequer begging his acceptance of the sum enclosed. But his delight is short-lived.

As he sits in blissful contemplation of his newly-acquired wealth his head clerk enters and respectfully intimates that he desires to leave his employer's service. Asked for his reason, he explains that he has come to a fortune, and intends to retire to an estate in the country. The office-boy gives notice, for he means in the future to live as a gentleman

of independent means. The charwoman loudly proclaims that in future she will be a lady with servants of her own. At his luncheon-rooms Mr. John Smith is told that the restaurant will close within a week because all the waiters and cooks have given notice. But worse follows, for when he returns to Upper Tooting he finds that all the servants have given notice, that the tradesmen have announced their intention of giving up business, and Mrs. John Smith is in despair. The devastating process continues, and it is soon seen that the foundations of the economic world are overthrown. The charwoman and the clerk are the next to be disillusioned. No one will enter their service or even sell them bread. Why should a man with £100,000 be a butler or a baker? No one, in fact, will produce commodities or render services, and the world is soon in danger of actual starvation.

Now why has this happened? Simply because, though the amount of real wealth in the world (that is commodities) has not been increased an immense number of demand notes on that wealth have been dealt out and they cannot be honoured. The economic anarchy will not be ended and no remedy will be found, till sadder and wiser world agrees to commit the luckless notes to the flames and return to the old life again.

Of course in such a parable the reasoning has been pushed to logical extremity, but it is valid against those who hold that a Government can issue inconvertible paper without limitation. However modified and disguised it may be, this tendency towards a rise of prices has begun at the moment that the issue of inconvertible paper money exceeds the actual monetary requirements of the people.

LIVING ON INCOME.

All this, of course, is abysmally elementary, but there is only too much evidence that the point is generally misunderstood. The voice of the economist is that of one crying in the wilderness. No scientist has ever won so little recognition from the world at large; the lesson it inculcates do not seem, like those of other sciences, to become part of the inherited knowledge of the world. Every generation has to learn them afresh by sad experience.

We must at all costs cease these floating credits and begin once more to live within our national income. Ambitious schemes of social amelioration (however laudable it may be to admit this) must wait till that end is achieved. Political fatal notions that "somehow or other" it is possible by adroit political expedients to shift the burden of the huge war loss from one class another, till it is so spread as to be shouldered off into infinity. They put their money (or, perhaps, ought to say their notes of hand) in a "better England." Now we desire a better England but necessary preliminary is a solvent England. To complete solvency shall not attain till our current system is once more established on gold basis, and our paper money everywhere and always convertible.

"THE TERRIBLE DANGER."

The American economist, F. W. Walker, was supposed to be distinctly heterodox in his contention that under careful regulation an inconvertible paper currency could, for time at least, fulfil all the monetary functions; yet he felt so strongly of the terrible danger of over-issue that he threw in the way of the statement, that he wrote, "It is a firm belief that the issue of inconvertible paper money is never a sound measure of finance, no matter what the stress of the national exigency may be. I believe it to be as sure a mistaken policy as the report means mischief always. If there ever a time when a nation needs full collected vigour, with a steady pulse, a calm outlook, a firm hand, and a brain undisturbed by the fumes of this alcohol of commerce paper money—it is when called to battle for its life with a superior force."—*Daily Graphic*.

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